City of Seattle
Edward B. Murray, Mayor

Department of Construction and Inspections
Nathan Torgelson, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS

Application Number: 3019713

Application Name: Jon O'Hare for the University of Washington

Address of Proposal: 3747 West Stevens Way NE

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a new 5 level (7 story), 211,700 square foot Life Science building to replace existing Botany Greenhouse and Plant Laboratory (University of Washington, Department of Biology) in an environmentally critical area. Existing greenhouse, plant lab, annex and shed to be demolished. Supplemental Environmental Impact Statement (Life Sciences Building Project) prepared by University of Washington.

The following approvals are required for this project:

SEPA – For conditioning only - Chapter 25.05, Seattle Municipal Code.

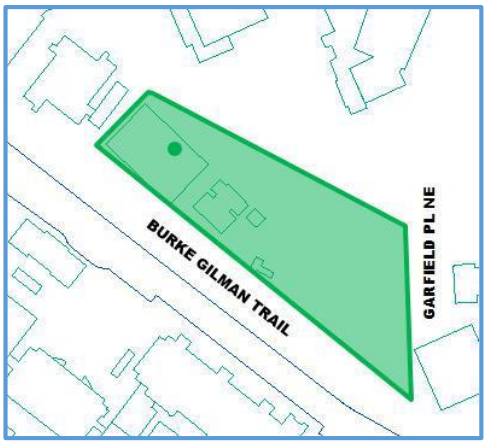
SEPA DETERMINATION: [ ] Exempt [ ] DNS [ ] MDNS [X] EIS

[ ] DNS with conditions*

[ ] DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction

* UW FEIS published September, 2015.

BACKGROUND INFORMATION



Site and Vicinity

The site is located on West Stevens Way on the University of Washington Campus. There are Wildlife Habitat, Steep Slope and Peat Settlement Prone Environmentally Critical Areas mapped at the site.

The University of Washington (UW) is a major institution with a Major Institution Overlay (MIO) and adopted master plan. The property is zoned MIO-105 of the University of Washington Major Institution Master Plan (MIMP). Zoning in the vicinity is MIO-105 and to the east lies MIO-65-LR3. Uses in the vicinity are institutional. The site borders the Burke Gilman Trail and West Stevens Way NE on the southwest central campus loop.

Proposal

The project proposal is to provide a Life Sciences building with associated landscaping and parking.

Public Comment

No Public comments were received during the official public comment period which ended December 2, 2015.

ANALYSIS – STATE ENVIRONMENTAL POLICY ACT (SEPA)

Environmental impacts of the proposal have been analyzed in environmental documents prepared by the University of Washington. The initial disclosure of the potential impacts from this project was prepared in the Final Environmental Impact Statement (FEIS) published September, 2015.

The Department reviewed the environmental impacts of the proposal in order to impose further conditions if necessary. This proposal is reviewed under substantive SEPA authority. Disclosure of the potential impacts from this project was made in the environmental documents listed above. This information, supplemental information provided by the applicant and the experience of this agency with review of similar projects form the basis of this analysis and conditioning.

The SEPA Overview Policy (SMC 25.05.665) establishes the relationship between codes, policies, and environmental review. Specific policies for specific elements of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-Term Impacts

There will be short-term impacts during construction of the new facility: construction noise; stormwater runoff and erosion; greenhouse gas emissions; and construction traffic and parking. Adopted Codes and Ordinances and other agency review, such as the Noise Ordinance, Street Use Ordinance, Stormwater Code, Grading Code, and Puget Sound Clean Air Agency regulations, will appropriately mitigate these potential adverse impacts. However, additional consideration of construction activity is warranted.

Grading

Excavation to construct the structure will be necessary. The project will generate approximately 29,360 cubic yards of grading (24,700 cubic yards of cut and 4,660 cubic yards of fill). The soil removed will not be reused on the site and will need to be disposed off-site by trucks. City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site. Future phases of construction will be subject to the same regulations. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Greenhouse gasses

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project. No further conditioning is necessary.

Traffic and Parking

The construction of the project will have adverse impacts on both vehicular and pedestrian traffic in the vicinity of the project site. During construction a temporary increase in traffic volumes to the site will occur, due to travel to the site by construction workers and the transport of construction materials. Excavation and fill activity will require approximately 2,936 round trips with 10-yard hauling trucks or 1,468 round trips with 20-yard hauling trucks. Considering the volume of truck trips anticipated during construction, it is reasonable that truck traffic avoid the morning and afternoon peak hours.

The applicant and the contractor for the project will prepare a Construction Management Plan to address construction traffic (specifically truck trips). This plan shall be submitted to Seattle DCI and SDOT prior to issuance of a construction permit. The plan shall outline delivery routes for truck trips to minimize disruption to traffic flow on adjacent streets and roadways, including appropriate signage, flaggers, route definitions, flow of vehicles and pedestrians during construction. The plan shall identify truck and construction equipment circulation routes between the site and regional routes such as I-5 or SR 520. The plan shall require delivery trucks and material transportation trucks to avoid A.M. and P.M. peak traffic periods on City streets.

The project will be conditioned to provide a Construction Management Plan which avoids peak hours for materials transportation.

Long-Term Impacts

Plants

A total of 87 trees are located on the project site. 43 trees are Exceptional trees based on City of Seattle standards. As part of construction, approximately 38 trees will be removed on the site, including 8 Exceptional trees. Under the proposed project, landscaping will be designed to retain a substantial portion of the existing trees that are in that area. The number of trees and shrubs proposed to be planted reasonably mitigate the loss of plants. No further conditioning of the project is warranted pursuant to SEPA policies.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

ECA Wildlife Habitat

Seattle DCI records indicate the proposed project is located within 500 feet of a great blue heron nest and is thus subject to potential restrictions. As heron colonies within the City of Seattle are in part habituated to urban conditions, a 152 meter (500 foot) Great Blue Heron Management Area is considered appropriate by the Washington Department of Fish and Wildlife (WDFW). Typically in Seattle it is not physically possible to fully restrict development within these areas due to existing development and buildable lots in close proximity to colonies. If development is proposed within a Great Blue Heron Management Area as mapped by WDFW and/ or the City of Seattle, the development conditions found in the appendix to Director's Rule 5-2007 apply. Prior to development the applicant must have a Great Blue Heron Management Plan approved by Seattle DCI. The applicant has supplied the Plan and Seattle DCI finds that no additional mitigation is necessary. Development of the proposal will not result in significant, long term changes in the area due to the nature of the replacement use. Accordingly, the University's environmental documents did not identify any significant long-term impacts from the proposal. Additional transportation impacts beyond existing conditions are not likely. Therefore, further conditions to mitigate long-term impacts of the proposal are not necessary.

Peat Settlement-Prone Areas

Peat settlement-prone environmentally critical areas are areas of Seattle that contain substantial deposits of peat-rich soils that are prone to settlement. These areas receive protection under Seattle's Environmentally Critical Areas Ordinance (Seattle Municipal Code 25.09). Environmentally Critical Area (ECA) regulations provide protections for areas of Seattle that provide significant habitat and environmental function or that represent geologic hazards. The goal of these regulations is to accommodate reasonable development in the urbanized environment of Seattle while balancing environmental and public safety concerns that arise in

these areas. Peat-rich soils represent a potential geologic hazard as they are highly compressible and are prone to settlement (sinking of the ground surface) when loaded by new structures and fill or when the groundwater table is lowered. Development in areas of peat-rich soils can thus impact existing structures where development modifies the groundwater table through temporary dewatering (e.g. during construction), permanent dewatering (e.g. basements that require intermittent or continuous pumping), or the addition of new impervious surface that prevents infiltration of stormwater. The peat settlement-prone ECA designation identifies areas of Seattle where development could cause settlement and provides development standards to prevent new development from causing settlement impacts on nearby properties. The Director may waive compliance with some or all of the peat ECA development standards if the applicant can demonstrate that the project has been designed to avoid adverse impacts to off-site parcels from peat settlement. Seattle DCI staff has reviewed the "Geotechnical Master Use Permit Report, UW Life Sciences Building, Seattle, Washington", by GeoEngineers, Inc., File No. 0183-096-00, dated November 20, 2015. Staff finds that the proposed design meets applicable development standards and no further mitigation is warranted.

SEPA CONDITIONS

Prior to Construction Permit Issuance (including grading, demolition and construction)

1. The applicant and the contractor for the project shall prepare a Construction Management Plan to address construction traffic and parking for workers and construction vehicles, for review and approval by SDOT and Seattle DCI. The plan shall outline delivery routes for truck trips to minimize disruption to traffic flow on adjacent streets and roadways, including appropriate signage, flaggers, route definitions, flow of vehicles and pedestrians during construction. The plan shall identify truck and construction equipment circulation routes between the site and regional routes such as I-5 or SR 520. Trucks related to the construction activity shall avoid peak periods of 7:00 – 9:00 A.M. and 3:30 - 6:00 P.M., Monday through Friday.

Holly J. Godard, Senior Land Use Planner Date: June 13, 2016
Seattle Department of Construction and Inspections

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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

The appealable land use decision on your Master Use Permit (MUP) application has now been published. At the conclusion of the appeal period, your permit will be considered "approved for issuance". (If your decision is appealed, your permit will be considered "approved for issuance" on the fourth day following the City Hearing Examiner's decision.) Projects requiring a Council land use action shall be considered "approved for issuance" following the Council's decision.

The "approved for issuance" date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by Seattle DCI within that three years or it will expire and be cancelled (SMC 23-76-028). (Projects with a shoreline

component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at prc@seattle.gov or to our message line at 206-684-8467.